

Honor the Flag



June 14th



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ALL 44NDS

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Left: The 200th birthday of the Nation's flag occurs on June 14, dating from the original resolution adopting the flag on June 14, 1777. (Photo by PH1 Terry Mitchell) Back: PH2 Outwater went beneath the sea's surface to capture the beauty off

the San Diego coast..

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Gurrents

Navy Tracks Giant Iceberg

Moving Toward South Atlantic • The Navy Fleet Weather Facility (FLEWEAFAC), Suitland, Md., is tracking a gigantic iceberg nearly the size of Rhode Island that may drift out of Antarctic waters toward South America and into the South Atlantic. The iceberg, one of the largest ever recorded, is 45 miles long and 25 miles wide. Navy weathermen have been tracking this iceberg since 1971. FLEWEAFAC provides sea ice analyses and weather forcasts in the polar regions for the Department of Defense and other U.S. agencies.

Aircraft Carrier Roosevelt

Completes Last Deployment • The Navy aircraft carrier that was the first to launch a jetpowered aircraft from her flight deck more than 25 years ago, recently returned
from her last deployment. USS Franklin D. Roosevelt (CV 42) entered her
Mayport, Fla., homeport following a final Mediterranean cruise. President Jimmy
Carter extended his personal congratulations to the FDR in a letter to the ship's
commanding officer, Captain Richard Bordone: "As one who served at sea and
who understands the relationship between a Navyman and his ship, I realize
that such an occasion may be sentimental - But let it not be sad. As each officer
and man departs to his new duty, let him carry the spirit of the Roosevelt with
him. In this way, the great traditions of the Navy may be enriched while new
ships and squadrons are strengthened by good people looking to the future." The
ship also received congratulatory messages from Secretary of the Navy W. Graham
Claytor, Jr., and Chief of Naval Operations Admiral James L. Holloway III.
Franklin D. Roosevelt will be decommissioned Oct. 1, 1977.

"Space A" Passengers

To Pay Tax on MAC Flights • Persons traveling Space Available ("Space A") on Military Airlift Command (MAC) chartered international flights departing CONUS or flying between Alaska or Hawaii and the mainland will have to pay a fee of \$5 as of May 1. As a result of a General Accounting Office study, MAC has been directed by the Department of Defense to collect the airport and airway revenue act tax from "Space A" passengers. The tax was previously absorbed by MAC. The \$5 fee will cover payment of the tax and the expenses incurred by MAC in its collection. The fee will not be collected from MAC passengers traveling on official business.

Medical Facility's Water

To Be Heated By Solar Energy • The first solar energy water heating system in any Naval Medical Facility will be installed this summer in the new Naval Medical/Dental Facility at Cecil Field, Fla. The system, which consists of solar collectors, water pumps and storage tanks, will be in operation by fall. The clinic's existing heating system will serve as a backup.

United States and Soviet Union

To Conduct Joint Oceanographic Study • Oceanographers from the United States and the Soviet Union presently are planning a series of joint oceanographic studies called "Polymode." The two countries will study mesoscale eddies (the oceanic equivalent of high and low pressure systems in the atmosphere) in the Atlantic Ocean. Soviet and American scientists will combine resources to distribute a vast array of bottom-moored and floating oceanographic sensors that will measure current velocity, water temperature and other physical characteristics of the ocean's atmosphere. Data collected from the study will be shared by Soviet and U.S. scientists. Polymode will give scientists a better understanding of the effects the ocean's atmosphere has on such phenomenon as the sound wave propagation of sonar. The study is being conducted under the auspices of a US/ USSR bilateral agreement on cooperation in oceanographic study.

Naval Research Laboratory

X-Ray Detector To Be Launched Into Earth Orbit • Scientists at the Naval Research
Laboratory have developed a massive X-Ray detector that will be part of the
first High Energy Astronomy Observatory (HEAO) satellite. One of four
experiments included in the HEAO instrument payload, the 1,000-pound NRL
X-Ray survey array will be the largest space instrument ever flown on any
satellite. The array has a sensitivity nearly 100 times greater than any previous
spacecraft instrumentation and will map the entire sky within the first six months
of operations. HEAO will allow the NRL X-Ray detector to study neutron stars,
black holes, quasars, radio galaxies and other celestial phenomena without the
interference of the earth's atmosphere. X-Ray astronomy already has detected
galaxy clusters out to three billion light years from earth. The NRL X-Ray detector
onboard HEAO may extend the reach of observations of clusters of galaxies
beyond the range of earthbound telescopes and provide new clues on the evolution
of galaxies.

Tightened Screening Procedures

Announced For Overseas Assignment ● The Bureau of Naval Personnel has tightened screening procedures for overseas duty assignment. All personnel contemplating overseas assignment, and all personnel involved in the assignment process, must follow the new screening procedures. These now include the special requirement for command endorsement for duty at overseas shore activities and non-rotated afloat staffs and ships. These strengthened procedures will minimize the possibility of unqualified personnel being assigned to overseas duty, with consequent personal embarrassment, excessive costs for early return to CONUS, and reduced readiness caused by unplanned gapping of billets. Details are contained in BuPers Note 1300 of 8 April.

Receipts Required

For Repayment of Lodging Expenses • Navy personnel traveling anywhere on official business and civilian employees of the Navy traveling in CONUS on official business are now required (effective January 1) to provide receipts for lodging expenses to be repaid by the Navy. A statement of lodging signed by the claimant must be provided when receipts aren't available. The statement must contain locations, dates, names of establishments and amounts spent..



THE LEGTORS

STORY BY W. B. NICHOLSON PHOTOS BY J. W. TUCKISH

The sailor, call him PO3 Cal Proctor, sat at the table in the warm afternoon sun basking in the memories of the places he'd visited, and the things he'd seen. Only 23 years old, and he had been to more places than he dreamed possible.

As he reached into his pocket to pay his bill, a well dressed, well-groomed man of about 30 or 35 years of age, approached his table.

"Mind if I join you?" the man asked.

Nodding his assent, Cal said, "You speak English very well. Are you from around here?"

"I studied English in school, and then had ample opportunity to practice it in Southeast Asia. And no, I was born elsewhere."

"Were you in 'Nam?"

"No, Thailand. That was some action, huh? Were you there in '72?"

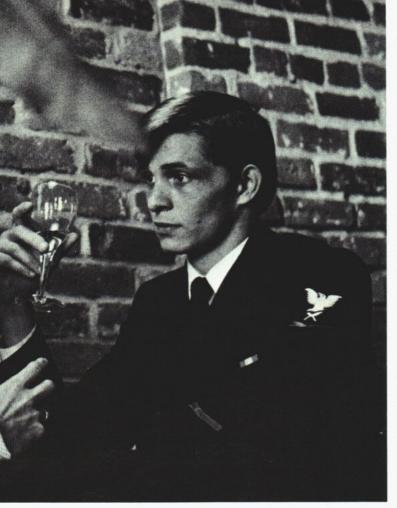
"No."

"By the way, my name is Walter Schmidt. Yours?"

As Cal answered he fleetingly recalled having seen a security briefing in boot camp about talking to strangers. But Walter, with his modern, European clothes and well groomed appearance, was nothing to worry about. Cal put the thought out of his mind.

The conversation drifted. Cal found he and Walter had a lot in common. Walter said he was a automobile sales representative and Cal had once worked on foreign cars at his uncle's garage. They had visited many of the same ports and had seen many of the same sights. Walter seemed to be a heck of a good guy and, besides, he bought the last two drinks.

It was Walter's suggestion that they have dinner together, and he later insisted on picking up the tab. During dinner Walter asked Cal if he would buy a radio for him from the ship's store as good AM/FM radios were both expensive and difficult to locate.



All in all, it was a pleasant foreign port call for Petty Officer 3rd Class Cal Proctor. The food and drinks were good and the sun was warm. He had enjoyed swapping tales with the car salesman whom he'd just met. Sure, he'd be happy to buy a radio for him at the ship's store.

is for your trouble. I'm sure you can use it, can't you? And—let's face it—I'm getting a good deal too." Cal could hardly quarrel with that kind of reasoning. Besides, it

Cal readily agreed as the wine and good food combined to put him in an agreeable mood. He promised to bring it ashore with him the next day. They were to meet at the same place at 1730.

Cal looked at his watch and saw he had only 30 minutes to get to the landing to catch the last liberty boat back to the ship. He quickly shook hands with Walter, promised to see him the next day, and set off at a jog.

Walter's pleasure in seeing Cal was evident in his smile.

"Hi, Cal. Did you have any trouble getting the radio for me?"

"Heck no. Nobody cares about this," Cal said as he handed over the radio.

Walter removed several bills from his wallet and handed them to Cal. He saw that Walter had given him much more than the radio cost. When he said something about it, Walter commented, "Don't worry about it Cal. The extra meant more money in his pocket.

While sitting in an outdoor cafe overlooking the water, conversation drifted from one topic to another. Walter seemed particularly interested when Cal mentioned his mother was born in Czechoslovakia, asking when she left and if she had any relatives still residing there.

It was amazing, as well, the way Walter was able to quickly grasp the more difficult aspects of navigation and engineering. Cal noticed, however, that he was particularly interested in the ship's missile defense system. Later during the evening, Walter commented to Cal that perhaps he would see him at their next port of call.

When Walter mentioned he'd like to have one of the new electronic wrist watches, Cal happily offered to get him one from the ship. At Walter's request, he also expressed his willingness to buy an electric razor for him. As they shook

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THE COLLECTORS

hands at the ship's landing, Cal expressed his hope to see Walter again sometime.

He didn't realize it then, but he was to see a lot of Walter over the next six months.

Cal had only been at sea for about 15 days when he got a postcard from Walter thanking him for the opportunity to practice his English again. He also wrote that he hoped to arrange his schedule so they might get together in Durango—Cal's next liberty port. Cal was surprised that Walter was willing to go to such efforts to meet with him. "What the heck," he thought, "I didn't have to spend a cent back there. Maybe 'Walter-the-fish' will foot the bill in Durango, too."

Walter was waiting as the liberty boat tied up at the wharf. He was obviously pleased to see Cal, and as they met he handed him a bottle of brandy made in his own country.

"Did you get me the things I wanted?"

"Yeah," Cal said.

As they toured the city, Walter asked Cal if he would get him a division personnel roster. He quickly explained he could use it in his sales job. Cal immediately consented and, since they were in the area of the fleet landing, he volunteered to get it right away.

Later as he gave the roster to Walter, the man handed him an envelope containing several bills. When Walter asked for a receipt so that he could get his money back ("Routine business expense you know."), Cal gladly signed the paper Walter pushed towards him.

The next day Cal met Walter in a bar not far from the fleet landing. After one glass of wine, Walter got down to business—the *real* business this time: He asked Cal for a publication Cal knew to be classified confidential.

When he objected, Walter became quite stern and said he must have it. He then asked Cal what his CO's reaction would be if he were to receive a copy of the receipt he'd signed after taking the money for the personnel roster.

For a moment, Cal felt trapped but then he thought: "What the heck. It's an old one, out of date and probably won't be missed anyway."

Petty Officer Third Class Calvin Proctor gripped the chair until his knuckles turned white. The blood pounded in his head like a sledge hammer as the trial counsel read the charges of espionage. If only he had thought more about that security briefing he'd had in boot camp at Great Lakes.



Cal was surprised and delighted to see his newfound friend waiting pierside at his ship's next port of call.

If only he had told the XO that he'd met a guy who was asking for official information. If only someone had told him that Walter was a professional spy working for a hostile country, that he hadn't wanted to be his friend and that "easy money" wasn't so easy after all. If only . . .

While this story is fictitious and the photos are posed, it is based on fact. Similar situations happen throughout the world.

These professional "Collectors" are trained to seek out Americans in need of assistance, a "friend" or easy money. There are hundreds of variations of the initial encounter and how it may be pursued. To combat this, you must realize you cannot handle the situation alone, or shrug it off as unimportant. In many cases, either wittingly or unwittingly, you are being used.

If approached, you should report immediately to your commanding officer or executive officer contact of any type with suspicious foreign country citizens; social or official, planned or accidental, in person, through letters or telephone calls.

Similarly, any request for security information by unauthorized persons, whether they are U.S. or foreign citizens, must be reported. Often these "Collectors" will disguise their nationality by claiming citizenship of a country with friendly ties with the United States.

The Naval Investigative Service (NIS) is charged with the responsibility of investigating any attempts by unauthorized



Suddenly the stranger's behavior became stern; a new kind of request was broached.



persons to obtain security information and can be consulted regarding questionable situations. Further, the NIS has available a slide presentation entitled "The Collectors" which reinforces the security awareness and responsibilities of our military personnel. This briefing is available at all field offices of the NIS, as well as from the Special Agent Afloat.

Don't place yourself in a position to say, "If only. . . . " 💃

That long-forgotten briefing at boot camp—if only he'd remembered

Fita Fita

BY JO1 RICHARD C. SYLVESTER

Navy Chief Musician Carl T. Alisa retired recently, closing a chapter in Navy musical history little-known today, but well remembered by Navymen in the first half of this century.

In 1947, Alisa, an American Samoan, was one of the last to join the Navy's Fita Fita Guard and Band—a unique group made up of entirely of American Samoans.



The guard and band was created in 1900 when American Samoa was ceded to the United States and put under Navy control. To help govern the group of islands the Navy established Tutuila Naval Station and manned it with a small number of Navy personnel.

However, instead of bringing in U.S. Marines to perform guard duties and maintain order, a contingent of about 100 Samoans was recruited as regular Navy members to do the job. Twenty musicians were included in that group and as a unit they were dubbed the Fita Fita Guard and Band.

Alisa began his career as a barefoot trumpet player in the Fita Fita band uniformed in white shirts, blue or white lavalavas (wrap-around skirts), with blood-red waistbands and matching turbans.

The guard and band, along with the Naval Station, was disestablished in 1951 when administration of American Samoa was transferred from the Navy to the Department of the Interior. Alisa and other members of the 'Fita' were reassigned to Navy billets in Hawaii and on the West Coast. For a few years some members stationed in Hawaii performed native Samoan music and dances, but as Alisa said, "The spirit stayed in Samoa."

"To join the Fita became a dream of many young Samoans," he said. "The Navy was very selective. I was lucky. When I applied for the band its solo trumpeter was retiring, and after auditioning I was accepted."

The memory of the Fita Fita Guard and Band, which Alisa said was a "great opportunity for generations of Samoans," will remain with anyone who ever saw or heard it. But with the chief's retirement that memory will have to be carried on apart from the Navy the Fita served for so long.



Your Link with Home



BY JO1 JOHN YONEMURA

"Dear son . . . Mother and I were so proud to read about you in the newspaper today. . . ."

Ever get a letter like that from home? Every sailor should. Did you know that within a four-year enlistment, the average Navy man or woman can have up to six stories in his home town newspaper?

If you would like your family and friends to read about you—even hear your voice on the local radio station—

just be sure to fill out a Home Town Release form (NAVSO 5724/1) at the next opportunity. This form should be in your check-in package (at every duty station) or available from your command's public affairs office. Filling out the form is strictly voluntary as specified in the Privacy Act and spelled out on each form.

Stories that are considered ideal "hometowners" are boot camp and school graduations, promotions, first reenlistments, awards ceremonies, reporting aboard new duty stations, de-

ployments, special fleet exercises, offduty scholastic accomplishments, and sports achievements (All-Navy competition and higher).

With the cooperation of your public affairs office the Fleet Home Town News Center (FHTNC) will ensure that the story gets home.

"The reporting aboard slant is one of our good stories," said Commander William J. North, director of FHTNC. "We get a lot of them, but we don't get enough."

The Center receives notice of less

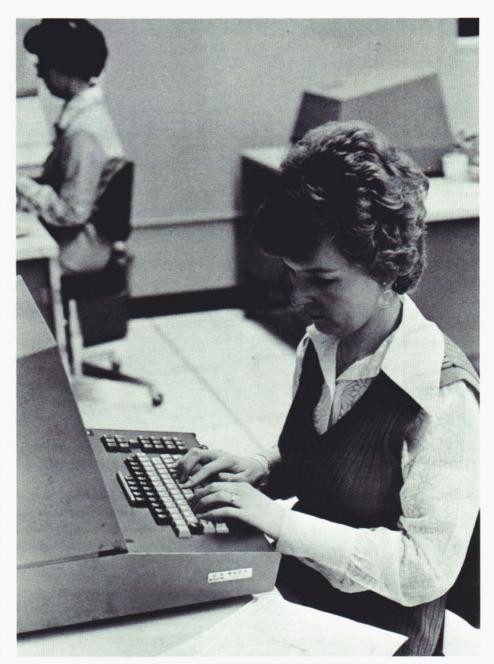
than 25 per cent of all promotions in the Navy. "If anything is going to get run, it's the promotion story," said CDR North. "Even the tightest newspaper will get it in; I have been told this many times."

The Center sends news releases to more than 40,000 communities in the 50 states and also American Samoa, the Virgin Islands and Guam. Unfortunately, releases on Navy people from the Republic of the Philippines and Puerto Rico cannot be processed because of the scarcity of English-language newspapers, and these focus on national and international news.

Located in Building X-18, near the Supply Center piers, FHTNC moved to Norfolk Naval Base in January 1976. Because the building previously housed the Personnel Accounting Machine Installation, Atlantic, very little renovation was necessary and the proper electrical outlets and power was readily available for the Center's high speed word-processing system.

FHTNC distributes home town news for the Marine Corps and Coast Guard as well as the Navy. The three officers assisting CDR North and the 23 enlisted personnel represent all five military services; 11 civilian employees complete the staff. Although the Army and Air Force have their own home town news services, soldiers and airmen augment the High School News Service (HSNS) staff, another segment of the Center. The HSNS puts out Profile Magazine, an educational magazine used by high school counselors to provide military information to students throughout the country.

The Center receives about 1,000 news release forms each day, covering activities of Navy men and women worldwide. Navy Senior Chief Journalist Terry Reilly first screens them for completeness and newsworthiness. They are then classified and coded by



Marine Cpls Bobby White and Lowell Fourman. Cathode ray tube (CRT) operators, like civilian worker Joyce Miller, then type the pertinent codes and facts into the computer system.

Ninety-five per cent of all releases are standard, recurring type stories. When release forms for an event such as a boot camp graduation are received at the Center, a computer matches up name with an appropriate "stock" story. Then the computer feeds out individualized news releases on each participating graduate at a rate of 440 lines per minute, producing about 100,-000 releases per month.

The other five per cent of the stories is made up of specials which require

journalists at FHTNC to originate the releases.

When a ship is scheduled to deploy, the ship's public affairs officer sends all completed forms he has received from crewmembers to FHTNC. This constitutes a "hold file," updated every 60 days. Journalist 3rd Class Diane Washington maintains anywhere between 70 and 100 hold files at any given time.

The Center produces news releases on exercises, port visits and the like as they occur and sends them to media outlets in each man's home town or area. This does not mean that there will be only one release per form. A sailor from Chicago, for example,

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could have as many as 18 releases for each newsworthy event because of numerous small radio stations and neighborhood newspapers, besides the big dailies, serving the city.

Radio stations like to receive taped interviews concerning their native sons. Ship and station public affairs offices are provided instructions on producing taped interviews by the Center. Most cassette recorders can produce cassette tapes of sufficient quality for broadcast, and some Navy people have even produced their own interviews. The submissions should be handled by the public affairs office, however, and guidelines should be observed.

Photographs can be included with the Home Town News Release forms. As long as the photos are no larger than three by seven inches, they can be attached (taped) onto the folded news releases when mailed.

Postal regulations forbid the mailing of unsolicited material to the media. For this reason, FHTNC writes to more than 45,000 media outlets each year; about 10,000 are now subscribing to the Center.

Giving Navy men and women recognition in their home towns originally was the idea of Fleet Admiral Chester W. Nimitz during World War II. Believing that Americans back home wanted to know the exploits of individual sailors, he started a "Home Town News Section" in his public relations section at Pacific Fleet Headquarters in Pearl Harbor.

In 1945, then Secretary of the Navy James V. Forrestal established the Fleet Home Town News Center so that the entire Navy would be able to make use of this service.

Before its move to Norfolk, FHTNC was originally located in Great Lakes (and formerly in Chicago). "Now we are really where we belong," CDR North said. "We are with the fleet at the largest naval complex in the world."

FHTNC continues to expand. Just last month, Master Chief Journalist Tom Stuart became the first West Coast liaison representative for FHT-NC at San Diego. His job is to assist public affairs officers in the Pacific with their Fleet Home Town News programs.

About one-and-a-half million stories

were released in 1976 with an estimated 80-90 per cent being used by newspapers and radio stations. The Center is expected to release up to two million stories this year.

There are fringe benefits for the commands and the Navy overall, but our single effort is recognition of our most valuable asset— the individual Navy person. .f.



June 1977



ISLAND ON AN ISLAND

STORY BY JO2 DAN WHEELER PHOTOS BY PH1 TERRY MITCHELL

"I hate the pre-frozen bread they sell in the commissary! Everytime I try to spread peanut butter on it, I end up with torn bread, sticky fingers and a handful of gooey crumbs."

Well, no one likes everything about duty at U. S. Naval Base, Guantanamo Bay, yet—like SMCM E. J. Chambless, the bread hater—most are hard pressed to cite significant complaints on a moment's notice. In fact, most complaints pale in light of the unique life at Gitmo.

Located on the southeastern tip of communist Cuba, Guantanamo Naval Base is literally an island on an island. Originally leased from the Cuban government in 1903—renewed in 1934 for an annual rent of \$4,000—the base has been nearly self-sufficient since the early 1960s when the United States severed diplomatic relations with Castro's regime.

In spite of having to provide all the necessities for day-to-day living for its residents, Gitmo manages to survive and prosper while fulfilling its main mission—refresher training for the men of the Atlantic Fleet.

Though most fleet sailors and officers experience only the training side of Guantanamo, there is another equally important side to Gitmo—life on the "Rock." The naval base covers an area 45 miles square and 14 of those are water. In that compressed area lives a thriving community of Navy and civilian personnel and their families—6,500 strong.

They live in what might be called Cuba's Sahara. The lush greenness typical of communist Cuba is not evident in the arid brownness characteristic of Gitmo. The base rarely gets rainfall because few storm clouds survive their trek over the Sierra Maestra Mountains separating the base from the rest of the island. Consequently, cactus, tumbleweed, tarantulas, scorpions and land crabs abound in the fields and hilly country near the base's perimeter.

"We don't encourage residents to walk unescorted out near the fence-line because it's rough terrain and, of course, there are the landmines," said EMC F. J. Wells, one of the chiefs who conducts base tours. "In addition to established mine fields, we've found mines that date back to the Spanish-American War and before."

More apparent dangers are visible to the visitor. Instead of deer crossing signs, Gitmo posts tank crossings along its roads. "You have to be on the lookout for them when you're driving outside 'downtown'," Chief Wells said. "They can't stop for you, but you'd better stop for them."

Wide dirt roads carved into the hilly terrain—which on other bases might be used by bikers and horseback riders—are traveled by tanks and heavy military equipment during base defense exercises. Some serve double duty as firebreaks during especially dry periods. Bunkers and lookout towers dot the perimeter, and 17.4 miles of fenceline separate Gitmo from "no man's land"—that area a few hundred feet wide between the American and Cuban fences and fortifications.

"Active duty personnel, of course, are always aware that we border a hostile communist country," said Captain John H. McConnell, base commander, "but I don't think most others—wives, children, and civilians — even think about it."

According to mechanics at Guantanamo's lone service station, base personnel are more likely to fear the







threat of a shortage of replacement parts for Gitmo's Specials and family vehicles. A Special is a motorized vehicle—you really couldn't call it a car—constructed out of abandoned parts salvaged in part or totally from "Sears"—the base's metal junkyard.

By way of explanation, all metal renewals whether they come from a washing machine that no longer washes or a pickup that no longer picks up eventually find their way to "Sears." Once there, they become community property; everyone makes a scavenger run at least once during his tour of duty. "I always check Sears first," said YN1 S. Smythe. "You get a better deal there than at the exchange and many parts are more readily available!"

These Gitmo bailing wire beauties sell for about \$300 as long as they run; none, however, can be taken off the island. Like many clunkers chugging around base, Gitmo Specials are passed on from one group to another of Gitmo residents.

One of many proud owners is HT2 Floyd Hokes who built his Gitmobile from the body of an abandoned English Ford. "I took the body and chopped it down with a hammer and chisel and then covered it with plywood and safety equipment." (All specials must have bumpers, lights, windshield wipers, key ignitions and mufflers.) "Mine needs a little more work before I can legally put it back on the road," Hokes said.

Top left: Completion of evening colors; fences show why Guantanamo Naval Base is "an island on an island." Top right: Minimal annual rainfall makes Gitmo the "Sahara of Cuba." Though there is greenery on base, cacti and desert flowers predominate. Above: Ships in training are in deep water only minutes after leaving port, making Gitmo the finest "training ground" for the Atlantic Fleet.

Gitmo Specials are so common on base that they rarely draw any attention as they cruise the base's 300 miles of paved roads. Some people wouldn't willingly be caught dead in one. "I drove mine to school to pick up my daughter," Hokes said, "and she was embarrassed nearly to death. She told me, 'Don't you ever pick me up again in that chest-of-drawers!'"



The main off-duty attraction is the year-round water sports. Gitmo is a land of beaches and clear turquoise water-water so clean that the ocean floor, when 20 feet below, appears to be only inches away. Every beach has a dredged and pooled-in swimming area to protect bathers from the undertow and swift current prevalent in Guantanamo Bay. Swimmers are encouraged to wear some type of shoes while wading to protect their feet from sea urchins and coral; everyone is cautioned not to wear anything shiny while wading to avoid attracting predator fish.

The bay and ocean around the base teem with game fish, baracuda and sharks included, but there has never been an attack on man in the 74-year history of the base.

There are shark sightings however—they have become suspiciously common since the movie "Jaws" played at the base's theaters. In fact, local folklore tells of Gitmo's own version of Jaws, called Midnight Express. Reputed by fishermen to be between 18 and 25 feet long (depending on how much tackle was lost), Midnight Express is said to be a shark which regularly cruises into the bay in search of food. One fisherman tells the story, with obvious delight, of how several Marines intended to land the leviathan

by hooking it with heavy line attached to their jeep. "They hooked it allright," he said, "and nearly lost their jeep trying to unhook it before Midnight pulled them all into the drink!"

But don't get the idea that Gitmo is all swimming and fishing. "Down here, people are on duty 24 hours a day, seven days a week," said Commander C. E. Fleury, executive officer of the Naval Station. "One shouldn't get the idea that it's all fun and games just because the weather is good and there are lots of recreation facilities. This isn't bonus duty by a long shot, especially for the unaccompanied man or woman. It's isolated and much of the housing is not on par with that stateside."

Since residents (with the exception of 149 Cuban commuters) are not allowed to leave the base unless they're going back to the states or on an R and R trip, the naval station caters to most of their needs. Things which on other bases normally fall within the purview of civilian organizations or separate commands are handled by Gitmo's "housekeeper."

"People never get away from us,"
CDR Fleury said, "and not only don't
they get away, but we cater to our people totally. If the light in their kitchen
stops working or their plumbing backs
up, they can't call the electric company or the plumber—it's the naval
station's problem. The normal stateside naval base has a public works center, a supply center, a communications
center and the like, and all of these fa-

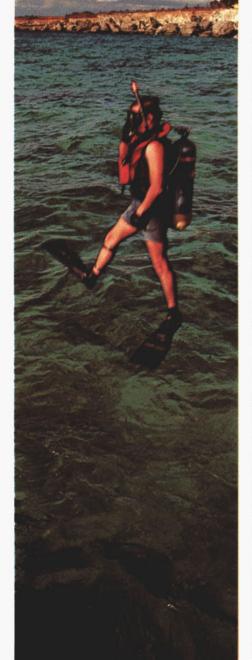


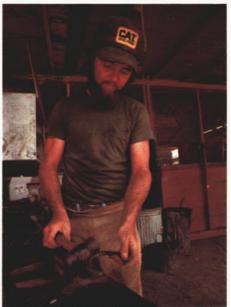
Top: Dangerous currents and sea predators necessitate "pooled in" swimming areas. Though they appear shallow, areas provide water deep enough for amateur snorkeling and underwater swimming. Above: Greens appear to be oases in a desert. Fairways are watered only by rain; greens, however, receive 30,000 gallons of water daily.

cilities are separate commands. At Gitmo, they are departments of the naval station. We are like the one-stop unrep service provided by an AOE. We're the AOE ashore."

There are several major commands at the Guantanamo naval base, but most of the major housekeeping chores fall to the Naval Station Commander, Captain David W. DeCook. "We have

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Far left: Diving is popular on the "Rock." Left: John Sligh is the local farrier. Below: Two of Sligh's 40 regular customers await a fitting.



the water plant, the electric plant, the radio and TV stations . . . just about everything that makes life pleasant here is our responsibility," CAPT DeCook said.

Among the things that make life pleasant are the facilities of Special Services. There is an 18-hole golf course which was once billed "the plushest course in the Caribbean" and though no longer plush, it is still unique. Today it looks like a desert with 18 oases on it—each oasis (a putting green) is watered daily, thanks to a daily allocation of 30,000 gallons of fresh water; the fairways, however, are scorched by the tropical sun.

The water used by the golf course is a small portion of the more than two

million gallons produced daily at the base's desalinization plants. The first of these four plants was put in operation in 1964 when Castro cut off the base's water supply from Cuba. Since then, Gitmo has produced all of its fresh water and electricity.

Other recreation facilities include fresh water swimming pools, bowling lanes, tennis courts, an archery range, horseback riding, diving and membership in any one of dozens of special interest clubs. There are four open air theaters and three more at various clubs, all free. Though the base is small, there is plenty of wildlife and each year there is a hunting season for deer, dove, and pigeon, among others.

Most families don't rely on wild

game to fill their refrigerators—they depend on SeaTrain, a containerized cargo ship which brings fresh food, produce and other supplies every two weeks. When the SeaTrain arrives—regardless of the hour or day — the commissary stays open (or reopens) for the sale of produce.

"Back in the states, I went without lettuce salads frequently, but down here I have them for one week and go without the next," said one sailor. "It's only when you don't have salads that you miss them. It's a lot like milk at sea—in port you wouldn't touch the stuff; underway, you can't get enough of it and complain when it's gone."

Many residents till their own small vegetable gardens to make their produce last. "Mine produces tomatoes

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Below: Typical Gitmo Special displayed by its owner, Floyd Hokes. Right: Housing is comfortable, though quantity is limited.



and peppers," Master Chief Chambless said. "Some of these plants just keep on producing throughout the year because of the weather. Try doing that in the states!"

Other gardeners aren't always so pleased. The topsoil is only about a foot deep and the coral underneath causes problems. "There must have been a mountain under my quarters at one time," grumbled on sailor. "If you want to fence your garden off, you'll have a devil of a time driving in a fencepost. I think a stick of dynamite is much more practical than a post hole digger around here."

Other than fresh produce, there is rarely a shortage of any type of food. Still, if you see an item in the commissary that you want, you buy it immediately. "It won't be there tomorrow," said one shopper. "One time I was looking at a roast and turned my head for only a second. When I looked again, it was gone!"

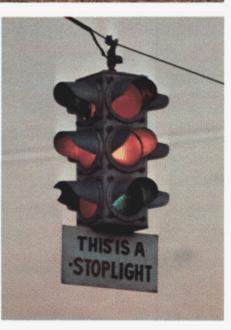
In spite of a fairly good selection, many shoppers do miss certain fast foods available commercially in the states. "If someone told me they were flying in a planeload of Southern Fried Chicken or Big Macs," said BM3 Robert Fitzgerald, "I'd say, 'Put those groceries back on the shelf, Honey. We're headin' for the airport!"

The Navy Exchange coffee shop does have a two-patty hamburger





called the Gitmo Burger which rivals the fast food stateside, yet some people still prefer fast food from home. "I have a friend who takes R and R back to the states regularly," said LTJG Daniel S. Collier, a helicopter pilot. "He brings back a cooler full of hamburgers for me. Just pop them in the ol' microwave and they taste great."



Left: Biker tries his luck at the biweekly motocross. Above: The only stoplight on base.

Gitmo has virtually no private enterprise. All the service clubs, shops, food stores, and restaurants are run by the Navy Exchange or Special Services. Because of the lack of places to spend your money, many people are able to save quite a bit during their tour. "It's not that anything is especially cheaper," said one, "it's just that it's not available."

Even something as mundane as buying a new shirt can take on increased significance in Gitmo. "In the states, it would involve one trip to a shopping mall," said CDR Fleury. "If one store didn't have the right size, style or

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GITMO

color, you would simply go elsewhere. That's not the case here. For instance, I don't say, 'Today, I'm going to buy a shirt.' Indeed, I say, 'Today I'm going to start buying a shirt!' and then I make my first trip to the Exchange and check out the selection. I may spend three months making the selection, just waiting for the right shirt. Of course, I may find it on the first trip. In any case, that's the way you cope—you have to learn to live with existing conditions."

Some of those conditions are pleasant, some not. Here is a partial listing of the more unusual aspects of life on the island:

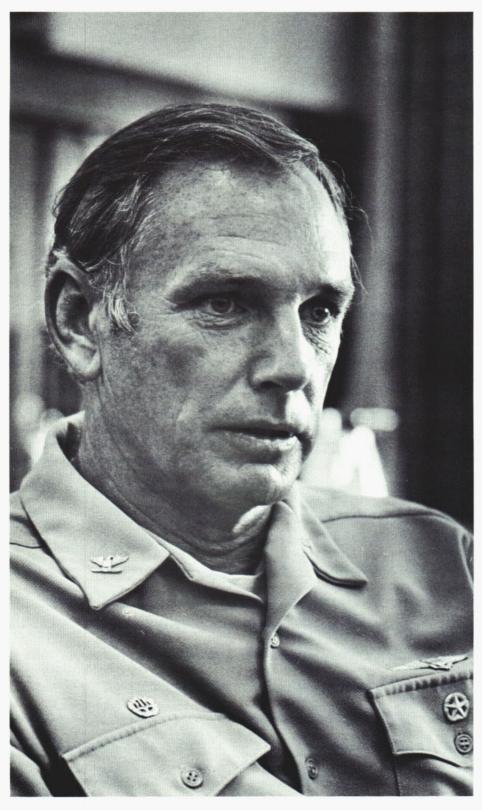
- Though Gitmo is isolated, travel is possible and free through the R and R program. Residents (military and civilian) have regular opportunities to fly to Haiti, Jamaica or Puerto Rico, for a day of liberty or several weeks of leave.
- Automobile insurance is inexpensive by any standard—about \$30 a year for liability and \$45 for collision coverage.
- All visitors arriving at Gitmo for other than Refresher Training, fly in on a MAC flight originating in Norfolk, Va. and land at the Naval Air Station on the Leeward side of the base. Gitmo is divided into two sections, Leeward (where the MAC terminal and VC-10 are located) and Windward (comparable to "mainside" at a stateside base).
- There is a downtown which boasts a rush hour that lasts 10 minutes a day, and a traffic light—the only one on base.
- Every resident is allowed one call home per week via satellite communications. The call is placed through Norfolk and is collect from that point.

- Gitmo has a hurricane season from June to November. Some housing is hurricane-proof and some is not. Hurricane-proof housing has concrete slab roofs and reinforced glass or metal louvered windows. Nonhurricane-proof housing has pane glass windows. If a hurricane threatens, all those in unprotected housing must move in with friends who live in hurricane-proof quarters, or they live in a hurricane shelter until the storm warning is over.
- Gitmo was the first Navy base in the world to install color TV. AFRTS operates three radio stations and a TV station seven days a week. One of the radio stations offers 24-hour news, thanks to a direct news link with ARFTS in Washington, D. C.
- "...a rush hour that lasts 10 minutes a day, and a traffic light--the only one on base."
- Gitmo publishes the only "daily" (actually five days a week) base newspaper in the Navy. It features national and international news along with Navy and local news.
- Gitmo has a woman mayor. Mrs.
 Judy Goodbar was elected mayor by the Guantanamo Bay Naval Base Civic Council and, as such, has a direct line

- to the commanding officer and department heads in charge of various facilities on base. Her job is to bring residents' problems to the attention of the proper authority and seek solutions to problems with wide community concern. The council has been in existence since the late 1960s and is dedicated to improving life in general on the island.
- Though Gitmo is a tropical base, the weather is not always warm. While the states were suffering through the worst winter of the century, Gitmo was frigid also—one day the wind chill factor drove the temperature down to a near 58 degrees and heavy winter coats, smelling of mothballs, were seen everywhere.
- "All in all, I think people enjoy their tour of duty here," CAPT De-Cook said. "People try to make life as pleasant as possible in spite of various hardships and they work together to keep each others' morale high. Even so, it boils down to this: The attitude you have when you get off that C-141 at the air station determines what your tour will be like at Gitmo." Å

LIFE ON THE ROCK

An interview with Commanding Officer, Guantanamo Bay, Cuba



Gitmo. To Atlantic Fleet sailors and officers that means training, hard training around-the-clock with precious little time for liberty or relaxation. That's what they're there for; that's what they expect. But what about the 6,500 poeple who live on the "rock"—the ones who call Gitmo "home"? ALL HANDS recently asked Navy Captain John H. McConnell, Commander, U.S. Naval Base, Guantanamo Bay, Cuba, about the living conditions.

Q. Capt. McConnell, a major magazine once called Guantanamo Bay Naval Base a "28,000-acre amusement park." What was your reaction to that?

A. Violent. There are a lot of people here who work 72-hour weeks and I am sure they don't think Gitmo is an amusement park. They're not all senior officers either. Take the sailors who run the ferry across the bay seven days a week—I believe they resent that sort of allegation. The instructor/observers (I/Os) at FTG are another example. Many mornings they are on the job at 0400 and frequently put in 14-hour days.

I have heard Guantanamo referred to as some kind of extended vacation. It's not. Anyone can see how hard the ships' crews work while undergoing refresher or shakedown training. That means someone else must work hard to support and train them; that "someone" is FTG, supply, port services and all the other base activities that support the fleet. The other men and women here support that operation on an around-the-clock basis. My operations people, for instance, are often in the office until 0200 handling emergencies and routine business. The people at Guantanamo work as hard at their jobs as people do anywhere in the Navy.

ALL HANDS

- **Q.** Given the working conditions and demands placed on each member of the team, how would you rate the morale of people at Gitmo?
- A. Morale is good and I'm not at all surprised that it is. Each time visitors come here from other overseas bases, they remark about our high morale. I think a lot of it is related to our confined circumstances. There is no way to get off the base at the end of the day. We're all thrown together and everyone seems to be trying to make the best of it.

There are other reasons, of course. One is Gitmo's relatively small size—it affords the opportunity for more responsibility rank for rank, and rate for rate than elsewhere. The senior officer here is a captain. Consequently, first class petty officers here have a great deal more responsibility—probably more than they would have at another large base, and so on down the line. That's an important satisfaction feature.

- **Q.** As commander of a naval base which is actually an isolated city, what unique roles do you play that a stateside CO wouldn't?
- **A.** The primary difference here is that nobody leaves the base to go home after work. Therefore, all problems are base problems.

All base commanders have certain functions which resemble those of a mayor. Here there are simply more of them. For instance, I'm heavily involved with school boards, community, civic and recreational councils. The staff must also get more intimately involved in such operations as the commissary—it's the only grocery store here—when people have problems, we hear about them.

Since the Military Airlift Command (MAC) provides the only scheduled transportation in or out of Gitmo, we

have to ensure that people can get in or out anytime as circumstances dictate; they must be secure in this knowledge. Additionally, we have to be concerned with transportation requirements for emergencies, TAD trips, regular leave and R and R.

Q. How does your Rest and Recreation Program work?

A. On a periodic basis we fly embassy personnel from Kingston and Port-au-Prince here to use the commissary, exchanges, and other services. On those days, we can send some of our people to Haiti or Jamaica for the day. It's just a one day affair, but most people enjoy the outing.

The military on base can ride Navy ships to other ports in the Caribbean. Most of the ships in training here are scheduled for Caribbean liberty about midway in their training and some of our male personnel can go with them. The policy now is not to take dependents or military women in ships headed to liberty ports except when it's possible to go in Coast Guard ships.

Q. How would you describe the availability of housing?

A. The list is exceedingly long. Even though we tell people before they come that, in some cases, they may have up to an eight-month wait for housing on an accompanied tour, they sometimes arrive with an overly optimistic attitude. We hope to be able to shorten the wait in the future.

Q. Does Gitmo's unique situation result in many unusual laws and regulations here?

A. Yes, there are a few necessitated by our location and special problems. For instance, all small craft, including privately owned boats, must fly a U. S.

flag so they are readily identifiable as being ours.

Energy conservation, while important everywhere, is critical here. There are watering hours governing when you can water your lawn or wash your car. Also, water allocations are strictly enforced for official purposes like the Special Services golf course and nursery. Office air conditioning can be used only during certain periods of the day. Availability of water and electricity is one consideration, but perhaps more important is the tremendous cost of fuel needed to operate our desalinization plants which provide that water and electricity. We conserve wherever possible.

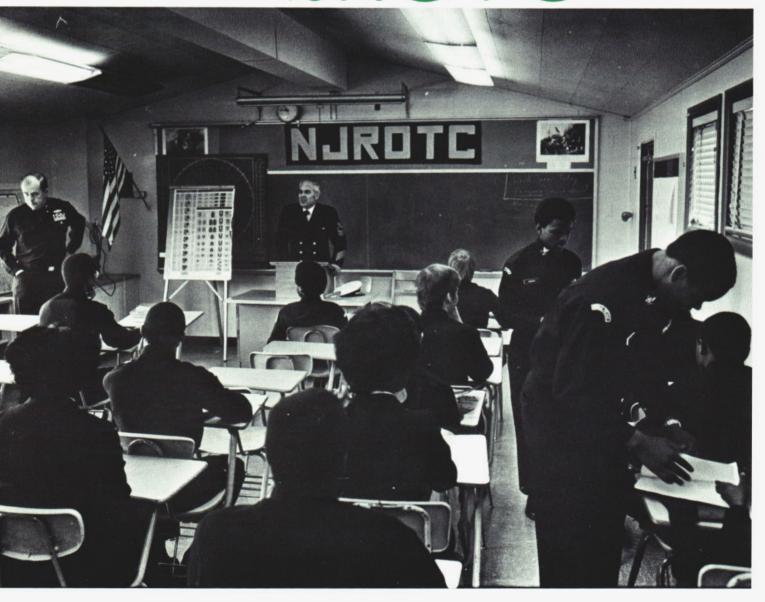
Q. Do people seem concerned about living so close to a communist country?

A. I think most people—spouses, children and civilians as well—don't even think about it. Active duty military, of course, are aware that we are surrounded by a hostile communist country. However, there haven't been any confrontations in a long time. We remain prepared; we stay ready and man the fenceline; we comply with the provisions of our operation plans governing defense of the base. We have regular training drills and exercises. Nearly all of our people are trained to perform base defense functions.

Q. One final question, captain. Why does Gitmo—a base with only two main drags and a five-minute rush hour—have a stoplight?

A. We needed it. During the rush hour that intersection requires traffic regulation. The thought originally was that it would be nice to have a traffic light for those who haven't been to the states for some time so they wouldn't forget what one looks like. $\mathring{\psi}$

Getting a head start through NJROTC



BY JO1 JERRY ATCHISON

"I guess you could say I'm hooked," the high school student said. "I sat in on one class just to see what it was like, decided I liked what I saw and joined up. I haven't regretted it."

What this high school student shares with some 28,000 others around the United States is membership in the Navy Junior Reserve Officers Training Program (NJROTC).

It's always a good idea to get a head start and that's what the NJROTC program—offered at more than 200 high schools—is all about. High school students are getting a chance to take a close-up look at the Navy and receive credit towards their high school diplomas at the same time.

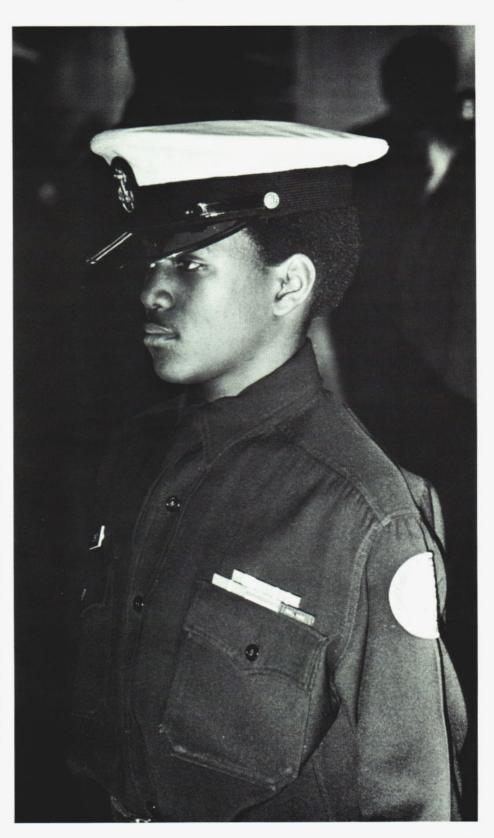
Currently, about 213 public and parochial high schools in the United States and Guam are offering the NJROTC curriculum as an elective science course. (The number of schools permitted to offer the program is mandated by Congress.)

Where the program is offered, membership is open to all students in the last three years of high school who qualify, physically and mentally, for the program. A few schools have a four-year program.

Students join the program for a variety of reasons. But here's what all who satisfactorily participate in the program get out of it:

 NJROTC affiliated schools grant a minimum of one credit (elective or science) toward graduation for each year completed successfully.

Facing Page: NJROTC students at Northwestern Senior High School, Hyattsville, Md. Right: Awaiting the inspecting officer.



NJROTC

- Field trips to Naval Stations and cruises on Navy vessels during the school year are part of the program offered at many schools.
- NJROTC extracurricular activities include membership in drill teams, NJROTC Bands, and Rifle Teams.

The Navy provides the school and the student all books, drill rifles, training aids and equipment needed for the Naval Science courses. Cadets are outfitted with uniforms similar to those worn by the Naval Academy and college NJROTC midshipmen. The uniform is worn as the Naval Science instructor directs in accordance with policies approved by the school.

Each participating high school is provided funds for operating expenses, on a reimbursable basis, to include: Navy's portion of NJROTC instructors' salaries, transportation for the field trip/cruise program, uniform alterations and maintenance, and miscellaneous items such as office supplies and postage.

For those who decide a career in the Navy might be for them, NJROTC provides valuable preparation for students interested in advanced Navy programs. Appointments to the Naval Academy, and NROTC college scholarships are available to outstanding NJROTC cadets.

After successfully completing the three-year high school program, cadets desiring to enlist in the Navy can do so at the advanced pay grade of E-3, a head start toward future promotions and pay raises.

But perhaps one of the most rewarding experiences for many NJROTC

Right: An NJROTC student ponders an assignment. Opposite Page: RADM Lando W. Zech, Jr., Chief of Naval Technical Training, inspects NJROTC students at Millington, Tenn., Central High School.



students is the exposure to highlyqualified retired naval officers and petty officers who teach the NJROTC courses.

NJROTC instructors are selected and approved by the Chief of Naval Education and Training. They are part of the school faculty and enjoy the privileges and prestige accorded regular teachers.

And well they should because the NJROTC curriculum is a demanding one. The curriculum was developed with the cooperation of many secondary school administrators, teachers, curriculum experts, education advisors, civic leaders and Navy personnel. It is constantly being updated and improved, and is designed to appeal to young men and women in high school.

But the advantages of the NJROTC program do not only accrue to the student. In the end, it is the Navy that benefits greatly from the program.

Most who enter the Navy each year experience a certain culture shock as they adjust to the unaccustomed life of the military. Not so with the



NJROTC



NJROTC student who has already begun the process of acclimatizing before entering either boot camp or Officer's Candidate School.

Those who "taste" Navy life in NJROTC also enjoy the option, should they find it not to their liking, of choosing against a career or Navy tour before becoming committed to an enlistment contract.

When the Navy began NJROTC in 1967, Navy leaders anticipated developing a program that would prove a good source of tomorrow's Navy officers and petty officers. Recent reports

Requirements for NJROTC

To meet the eligibility requirements for enrollment as a cadet in the Naval Junior ROTC Program, a student must:

- · be a citizen of the United States;
- be 14 years of age or older;
- be in good academic standing in school;
- be physically able to participate in the physical education program of the school;
 - be selected by the Naval Science

instructor and school officials;

• successfully pass any screening tests prescribed.

Foreign students, with the permission of their governments, and others who do not meet the above requirements may be enrolled, in many cases, as Special Students.

Girls who qualify may enroll as cadets or may participate in the program as sponsors in accordance with established procedures.



indicate the program has exceeded all predictions.

Today, Navy men and women who got their first exposure to the Navy through the NJROTC program are attending the Naval Academy, serving at sea and ashore in positions of responsibility or attending one of the many NROTC college scholarship programs around the country.

NJROTC can't claim sole responsibility for the success of these Navy men and women. But it has certainly contributed to their success, if only in having fulfilled its stated mission: "To give teenagers a head start on developing citizenship, leadership, teamwork and high standards of personal conduct and appearance."

Opposite Page: RADM Zech addresses NJROTC students following inspection. Left: Captain Dale Brumbaugh surveys the situation at Northwestern Senior High School, Hyattsville, Md. Below: Drill team shows its skills.



Subjects Covered in NJROTC Program

Sophomore Year— Naval Science I

Basic Naval Orientation
Organization of the Navy
Operating Forces of the Navy
Naval History (early)
Naval History (to World War II)
Seamanship
Introduction to Navigation
Leadership
Leadership laboratory

Junior Year-Naval Science II

Adventures in Science
Oceanography
Meteorology
Navigation
Aids to Navigation
Piloting
Rules of the Nautical Road
Naval History (World War II)
Leadership
Leadership laboratory

Senior Year—Naval Science III

Adventures in Science—Astronomy Navigation Relative Motion

Introduction to Celestial Navigation

Naval History (after World War II)
Electronics in the Modern Navy
Elementary Communications
Principles of Radar and Sonar
Leadership

Leadership laboratory

Bearings

Shearer Aids Divers

If you wake up one day with the unexplainable urge to go underwater pile cutting, a nifty device dreamed up by the fellows at the Civil Engineering Lab, Port Hueneme, Calif., might be just what you need.

An underwater pile cutter capable of shearing a 12-inch timber pile in less than 10 seconds, was developed from a commercial tree shearer.

Removing wood piles has long been a problem for Navy divers. Unwanted or rotted timbers create navigational hazards, and dangerously interfere with development of new piling systems. The piles frequently become breeding grounds for destructive shipworms or borers which thrive on wood as a food source.

The original shearer was designed to be mounted on the front of a bulldozer. The Civil Engineering Lab's version decreased the weight by about 400 pounds. The new shearer includes self-gripping blades, larger hydraulic rams, a reaction guide to prevent jamming, and a diver-operated control valve.

The addition of gripper spikes to the two blades assures a firm hold of the timber before shearing starts.

The cutter weighs 480 pounds on land but only 30 pounds in water with the aid of a lift device (buoy). Two divers can easily maneuver the tool into position around a pile. A simple flip of the control valve sets the cutter into a shearing motion. The jaws of the cutter are a pair of solid steel blades, each 22 inches long and 12 inches wide. Two rams close the blades in a scissoring action, crunching or shearing the pile into two pieces.

Thanks to the fellows at the Civil Engineering Lab, you can score that one for the pile cutters—zero for the piles or "take that you rotting hazard to marine safety!"

Last of the Originals

We don't usually print retirement stories. But, when the last original Seabee gets piped over the side . . . well that's something to talk about. Construction Electrician First Class Johnnie Ward Harrison entered the Navy when people were telling everyone to "Remember Pearl Harbor," and "Loose lips sink ships."

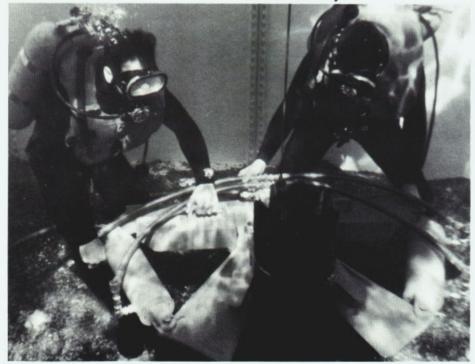
Johnnie joined up March 31, 1942, and went to a three-week boot camp at Camp Allen, Va. From there he went to Naval Construction Battalion



Ten—the first Seabee battalion at Port Hueneme, Calif.

He and his wife, Ann, recalled those early days of his Navy career recently during his retirement ceremony—at the same place where he originally entered the Navy 35 years previous.

He also remembered some of his tours during those early years—tours of duty at places like Hawaii where he



"spent a lot of time stringing barbed wire. The people there were pretty jittery after what happened at Pearl Harbor."

During World War II he participated in the initial landing on Okinawa, where he remained until the close of the war. The end of World War II also brought a temporary close to Johnnie's career when he was honorably discharged on November 24, 1945.

Ten years later he was back in uniform, this time serving with Naval Mobile Construction Battalion One in Guantanamo Bay, Cuba.

Subsequently, the Seabee who once fought in the South Pacific, found himself back there during the war in Vietnam.

The Seabees were hardly strangers to Vietnam. Johnnie spent three tours of duty there with NMCB 5 building bridges, highways and small Navy bases for the river patrol boats that operated on the waterways of South Vietnam.

On his retirement at Construction Battalion 411, his shipmates presented him with a special display case complete with the 12 medals he earned during his quarter century of Navy service.

The end of one man's Navy career this time also marked the end of another chapter in Navy history . . . the last original Seabee.

Roosy's New Sailplane

A sailplane has been added to the fleet of aircraft at Naval Station Roosevelt Roads, Puerto Rico. The Schweizer 233 is a two-seat trainer in Bicentennial colors and is being cared for by the Roosevelt Roads Navy Flying Club.

Glider niner-two-niner made its first radio call to the Roosy tower recently requesting takeoff on the station's inactive runway one-seven. LT Rich Wais, president of the club, was in the forward seat and Capt. Tom Stewart, C.O. of the station, was in the after seat.

Now, takeoff in a glider which has no engine is a bit complicated. But with the assist of a truck tow and a secure hookup to 1,500 feet of line, the glider was airborne in less than 100 feet. She then went to 850 feet before releasing the towline.

Anyone at Roosevelt Roads can learn to fly and solo a glider as long as they are over 14 years of age. But a warning: If you take that first flight, be prepared to be hooked. It's that kind of sport.



Ships from the Past

"Hell, I never had any money," retired Chief Machinist's Mate Burl E. Green said, "so I stayed on board and made model ships."

After many years of moving and storing the models the Seattle resident made while at sea, he thought others might be able to benefit from them. He called Navy Recruiting in the area and a public affairs officer dropped by his house to take a look. The officer told Green that Navy Recruiting could indeed, use the finely crafted, meticulously detailed models.

"If I were to move again," he said, "I'm afraid they might get broken. There's too much work in them for that."

Today, the models are on display in a Bellevue, Wash., recruiting station where applicants, recruiters and visitors alike can see the results of one man's love for the sea.

"Like I said, I never had much money in those days and I stayed on board a lot and made models . . . But you should have seen Shanghai."



Bearings

The Day the General Came Aboard

Units of the Sixth Fleet recently had a very important person drop in—literally.

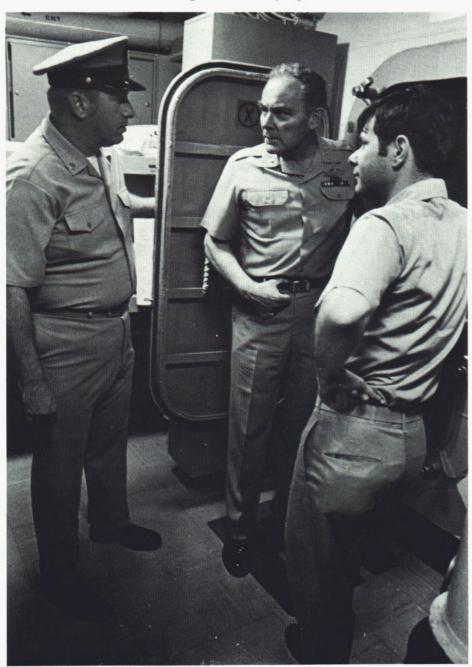
General Alexander M. Haig, Jr.,

28

U. S. Army, Commander in Chief United States Forces Europe and Supreme Allied Commander Europe, swung high and low as he was hoisted and lowered by helicopter to various Sixth Fleet ships operating in the central Mediterranean.

"My headquarters is in Brussels and the only way that I can know just what programs are vital to our national interests is to get out and see what the requirements are," the general said in explaining his trip.

Haig flew from Naples to the carrier *John F. Kennedy* and was immediately whisked to the guided missile destroyer *Dewey* by a *Sea King* (SH 3) helo. He was lowered to the *Dewey's* fantail for the first of his visits. The





ALL HANDS

general made brief stops at her bridge, combat information center and was given a detailed briefing of the ship's missile systems.

Then it was up and away for a visit to another guided missile destroyer. Onboard USS Farragut, he toured the ship and had lunch with the crew. The general also stopped by to chat with some of the "old salts" in the chief petty officers mess where he presented them with a Supreme Headquarters

Allied Powers Europe plaque.

Still on tap that day were trips to the guided missile cruiser *Stanley* and the fast frigate *Blakely*.

Late that afternoon Haig returned to the *Kennedy* for afternoon flight operations and dinner with the junior officers.

His day was still not over. In the evening, General Haig toured medical and engineering spaces on the big carrier and answered questions from the crew on their closed circuit TV system.

The next day it was the turn of various shore commands to fall under the general's eye. Naval activities at Sigonella and Naples got a close look at the boss (and vice versa) before General Haig's plane left that afternoon for Brussels.

As for the general's impressions of his visit: "Since I was out here a year ago the changes I've seen in technology alone have been tremendous." $\mathring{\downarrow}$



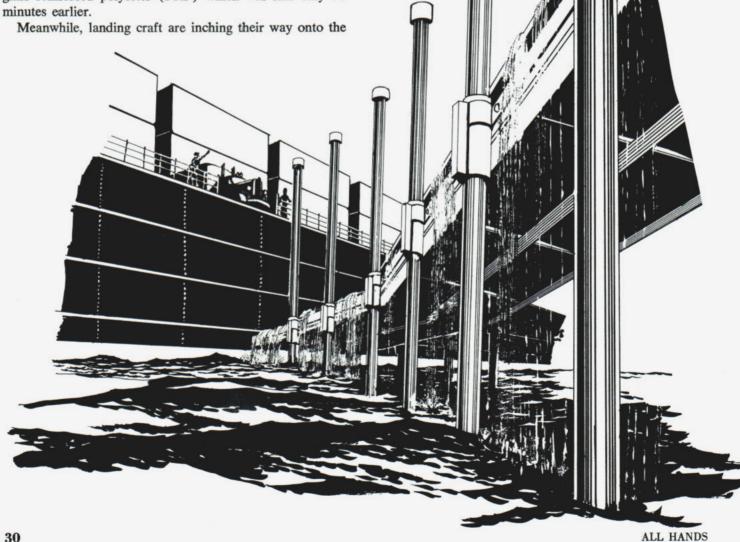
The Future is Now

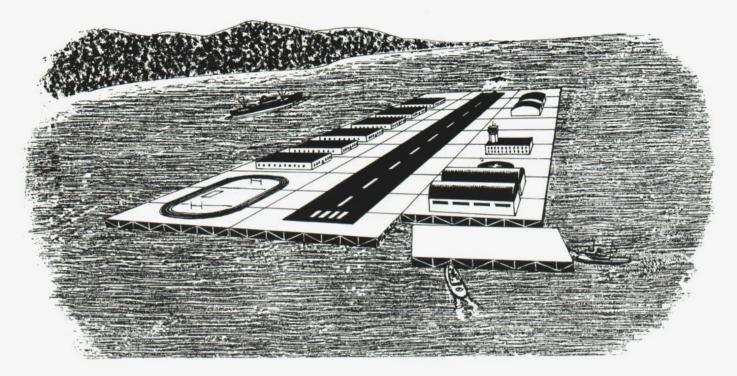
If the crystal ball at the Navy's Civil Engineering Laboratory (CEL) can be trusted, the sea service of the future will owe a lot to science. Hoping to get a glimpse of tomorrow, we asked Navy researchers in Port Hueneme, Calif., about the changes improved technology will bring. What follows is their answer-images of tomorrow's technology in action. The scenes are not drawn from windmills in their minds, but from actual projects now on the drawing boards or in prototype today.

As a fleet of container ships approaches an unimproved beach, Seabees erect a self-elevating pier for off-loading. The pier actually jacks itself up or lowers itself on its own spuds as needed. Trucks rumble onto the pier ready to be loaded. They are swung around on a giant turntable supported by air bearings; loaded; and then shuttled back to shore. They drive off the pier onto a road made of fiberglass reinforced polyester (FRP) which was laid only 30 beach by using thrusters which propel them high and dry for off-loading. Personnel disembark without getting salt water into their dry boots or the delicate gear they carry. As fast as they are off-loaded, the landing craft reverse their thrusters and power their way off the sand and back into the surf.

At a jungle clearing a few miles inland, Marine helicopters land a portable pump and fuel cells filled with aviation fuel. No sooner does the gear touch ground than VSTOL aircraft begin approaching for instant refueling.

Further inland, heavier layers of FRP are being laid for an airfield on which conventional fighter aircraft will land later the same day. The surface is leveled by Seabees operating grading equipment controlled by a laser beam which





permits accuracy to within one-quarter inch with ease.

In an area just behind the front lines, special mobile shelters have been set up for use by Marines back from the front lines for a little on-scene R&R. They line up to toss their dirty clothes into a sonic washing machine which includes an infra-red dryer. While their clothes are being washed and dried, the Marines shower in minimum water showers. Just under 10 minutes later, both Marines and fatigues are clean and dry.

A few miles offshore, tugs are pushing 300- by 300-foot concrete floating modules together to form a 900- by 3,000-foot seaborne base. When finished, the structure will support a warehouse, helicopter pad, conventional airport, hovercraft base, and unloading and maintenance space for tankers, freighters, carriers and amphibious ships.

When the emergency is over, the entire structure will be dismantled and towed away for future use.

Nearer shore, Seabees are firing propellant actuated anchors straight down into the seafloor to provide a mooring for incoming tankers. Nearby, underwater concrete structures will store millions of gallons of fuel, ready to be pumped ashore as needed or floated to the surface for ships. Down below, other Seabees are cutting a trench in the seafloor using a bottom-crawling trencher.

At another remote Navy installation, windmills poke into the sky, providing a significant portion of the base's electrical power. Banks of solar collecting panels at Navy housing units are providing space and water heating.

Back at a Navy base in the states, trash at the curb is being picked up by a remotely-controlled hand on a oneman refuse truck which never has to stop rolling during the entire operation.

At a nearby naval hospital, a surgeon on his way into an operating area presses his hip against a wall to activate the door with a transponder card in his wallet—his hands re-

main sterile. Power for his hospital electrical equipment is being continuously monitored by a high quality power monitor equipped with a print-out device which indicates power anomalies.

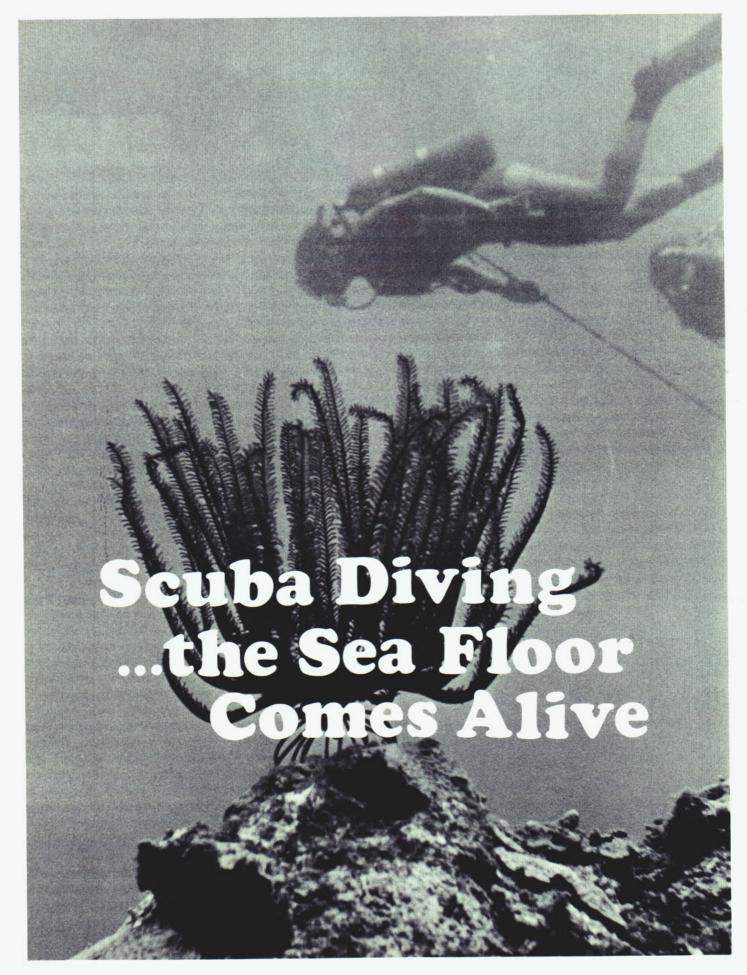
At a naval air station, hangar decks are coated with a white, reflective paint, thereby eliminating the need for most auxiliary lighting under the wings of aircraft. Overhead, the old hangar roof has been coated with urethane foam to prevent leaks and increase insulative qualities.

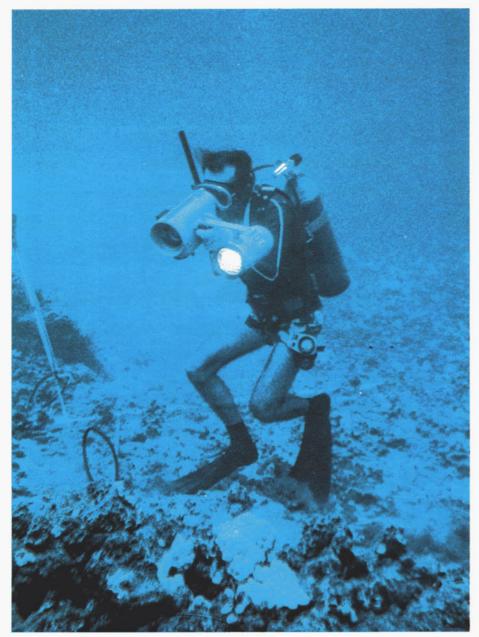
Just offshore an oil slick is quickly brought under control by a ship distributing foam chips, squeezing them dry and redistributing them in a single pass. The sea behind the ship still has a trace of oil, but a hovering helicopter drops freeze-dried bacteria on the remaining slick—in a few days the residue will have been completly devoured by the harmless bacteria.

All of these research projects are now, or have been within the past three years, in some state of research study or evaluation at CEL. More than 9,000 Navy patents are now available for licensing and use by the public, many of them with important civilian applications. Prolific Navy inventors are now working on scores of new and old problems presented by the operating forces of the Navy and their support elements.

The Navy of the future is likely to be just as busy, reaching out toward its own future with the technology of that day. With each passing day, more of the future is now. $\mathring{\mathbb{J}}$

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Above: A club member films an underwater sequence for a local television program. Photo by OS2 B. Masters.

The warm water of Subic Bay boasts beautiful undersea life and coral formations. Photo by PH3 M. Cummings.

BY JO1 JOHN YONEMURA

SPLASH!

The sudden cold shock is immediately forgotten as you peer into the pitch blackness which engulfs you. Visions of *JAWS* send chills down your spine as you float on the surface, arms and legs dangling beneath you.

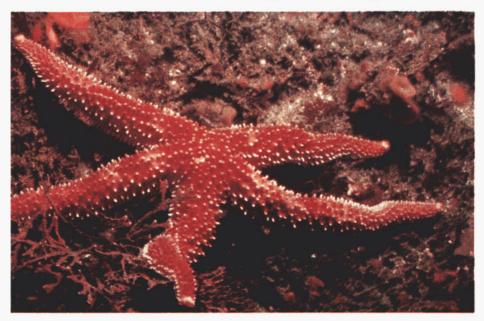
Your diving partner signals. Switching from snorkel to regulator, you take a couple of quick breaths to make sure—one last time—that it's working.

Then you descend. Following the anchor line, you go down slowly, pinching your nose and blowing out against the closed nostrils to equalize pressure in your sinuses and ears.

With a flick of the switch, a bright beam of light pierces the depths. All you can see is what passes through that narrow beam. The rest you just feel . . . or imagine that you feel.

You reach bottom, 45 feet below the ocean's surface. It's a dream world of colors and creatures. The sea floor comes alive at night.

The same bleak coral you saw yesterday has erupted in pink, red and purple blossoms. Tiny insect-like crea-



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Above: A club diver explores the hulk of a sunken submarine. Photo by SM1 R. Million. Right: A Gitmo snorkeler enjoys spear fishing. Photo by PH3 W. Curtsinger.

tures that hide all day scurry helterskelter amid the rocks in search of food. Moray eels that yesterday glared at you from nooks and crannies in the rocky bottom now swim with you, their long bodies— some up to seven feet— rippling through the water.

Multi-colored fishes weave in, out and over the rocks and coral blossoms, darting here and there to avoid *being* food.

All of this beauty and excitement, just the thought of being able to breathe underwater, attracts Navy men and women to SCUBA (the acronym for Self-Contained Underwater Breathing Apparatus) diving every year. Whether collecting shells, investigating sunken wrecks, or just observing the fascinating undersea world, recreational SCUBA diving clubs are found at naval commands around the world.

The Naval Air Station Jacksonville Skin and SCUBA Diving Club, Inc.,





for example, is a non-profit organization promoting all water sports. Club members assist the local community (military and civilian) by conducting life saving classes, small craft handling courses, cardiopulmonary resuscitation instruction, water recovery and rescue demonstrations, and swim-in, fund raising activities in addition to skin and SCUBA diving instruction.

The club takes three or four major diving trips per year, visiting such places as John Pennekamp Coral Reef State Park on Key Largo, America's first undersea park, or the Virgin Islands. Monthly local dives include fresh water and cave dwelling as well as ocean dives.

"You can't overstress safety," says Senior Chief Illustrator Draftsman Marshall Gross, a founder of the club Below: Aku Marine Dive Club members return from a dive. Photo by SM1 R. Million.



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and its chief instructor. He explains that a diver must "know" his equipment and be certain of his capability to cope with unforeseen incidents without panic. "Our motto is 'safety through education'," he adds.

All divers must meet strict requirements and go through intensive instruction before earning an approved diving certification card, their passport to lower space.

Another Navy club, the Subic Bay Sports Divers Club, tailors its program for the fleet sailor, but does not compromise safety. "In the four years of the club's existence, there have been no diving accidents," Club President Ray Griep says.

Subic Bay is one of the few naval bases with a dive shop operated by Special Services. Guantanamo Bay is another. However, many Navy dive clubs utilize special services swimming pools for instruction.

And Navy dive clubs are not limited to shore installations. Aircraft carriers *Saratoga* and *Roosevelt* and the replenishment oiler *Milwaukee* are among the afloat commands with clubs aboard.

Planning a diving trip on a deployed ship involved unique problems. According to Navy Counselor 1st Class Jerry Wilkins, club president aboard *Milwaukee*, the first step is approval by the executive and commanding officer. Then, if a boat is required, the First Lieutenant must be notified. The quartermaster then provides charts indicating depth, hazards and peculiarities of the diving area. After all this, an official request must be submitted to the host country's port authority.

Milwaukee's club has made dives off the coasts of France, Italy, Sicily and Spain.

Adhering to safety rules is a neverending process. Experienced divers are as prone to accidents as new divers.



PRI Mel Deweese, a club vice president, discusses a dive. Photo by PH2 J. Kristoffersen.

"Where the inexperienced diver tends to be extremely cautious, the seasoned diver sometimes lets complacency lead to carelessness," says DMCS Gross. He's assigned to the Human Resources Management Detachment at Naval Station, Mayport; he has been diving since he was 12. "Believe me, it isn't a thrill to have a close call," he says.

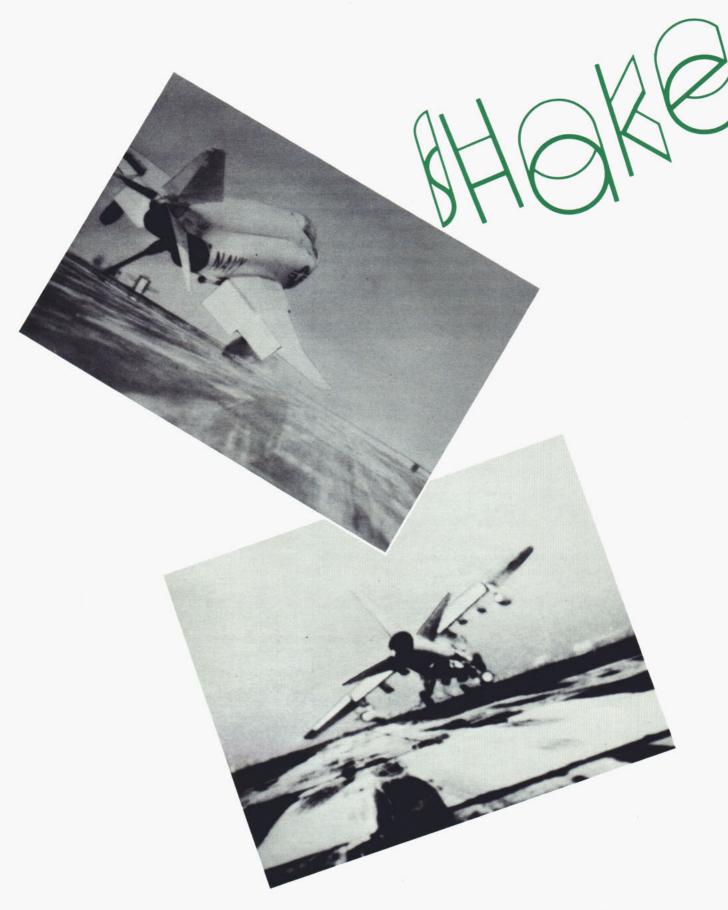
Gross places the blame for most accidents on the divers themselves. Name brand equipment is dependable when proper care is taken. "Very few accidents are caused by equipment failure," he states.

A special companionship develops between divers. You must depend on your diving partner for emergency assistance. At times, your life is in your partner's hands—and vice versa. If you have trouble with your regulator or run out of air, he or she is there to "buddy breathe" with you up to the surface.

The camaraderie is international. SCUBA divers can find friends all over the world. For one thing, members of your club who have transferred, give you an "in" in their areas. Even if you don't know anyone personally, divers take care of their own.

Persevering in the demanding classroom—pool—open water instruction, you receive certification, which affords the opportunity to become part of the underwater world. Whether during the day or night, you experience firsthand the spellbinding environment which you once viewed when first you looked through the aquarium glass.

You rise slowly, no faster than your smallest bubbles. When you break the surface, you switch to the snorkel and head back to the boat. The superlatives racing through your mind don't do justice to all you have just seen. You throw your flippers into the boat and climb aboard. It isn't until you sit down that you realize how tired you are. $\mathring{\downarrow}$



These scenes, taken with an 8mm movie camera, depict the way NOT to land an airplane, unless you are testing it for durability under stress.



Branch of the Strike Aircraft Test Directorate at Naval Air Test Center, Patuxent River, Md.

Their premise is simple: if new airplanes and avionic equipment scheduled to join the Navy can survive the paces these two and others put them through, then those new planes and equipment can stand just about anything the fleet can put out.

The tests are called "shakes, rattles and rolls" and here's how they work:

Over at the steam catapult area, Gregory's catapult crew is busy hooking up a plane for a launch. It looks much like the normal operations one would witness on the flight deck of any aircraft carrier. Indeed, the steam catapult is exactly like the kind found aboard *Forrestal*-class aircraft carriers. There's some difference in that this catapult is located on land and the catapult crew—scurrying around the

plane in preparation for launch—are purposely spotting the plane on the catapult so that it will be launched off-center.

When everything is hooked up correctly (or incorrectly, as dictated by test requirements), the launch signal is given and the plane goes skewing down the runway enveloped in a cloud of steam. Somehow the test pilot manages to get the plane airborne.

During a morning of catapult launches, the plane is launched offcenter left and right, at maximum allowable catapult pressure and launched normally—just for novelty.

Over at the arresting gear site, LT Kiffer is working as the Landing Signal Officer (LSO), who talks planes down to a normal landing. The "normal" landing in progress has Kiffer directing

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BY JO1 JERRY ATCHISON

There is a game children play that—while it may take different forms—is basically the same the world over. Back in the days of home delivery of milk, it involved a child taking the glass milk bottle, holding it over his head, then dropping it. The object of the game was to see how high above ground the bottle could be released before it shattered.

Lieutenants Thomas Gregory and Jim Kiffer might be described as today's advocates of this game. The only difference is that they are not children and they do not consider it a game. Gregory and Kiffer, you see, try to break Navy airplanes. The two are members of the Carrier Systems the approach aircraft into a rate of descent almost twice that considered acceptable. Instead of descending at 12 feet per second, the approaching aircraft (at Kiffer's direction) is dropping out of the sky at 20 feet per second. Predictably, the plane bangs down on the runway as its tailhook tries wrenching the arresting

After a going over by technicians, the plane is reved up and taxied down the runway for take-off. This time the plane will circle around and come in for a 20-foot off-center arrested landing.

gear from its housing. It's enough to

make a seasoned carrier pilot cry.

When the plane's tailhook catches the wire the craft skews on the runway because of the unequal tension.

Technicians come out again, go over the plane still one more time and give it the OK to take off once again. Before testing is completed, the plane will have caught the wire with all its wheels off the ground (called free flight and much like having a large hand push the plane straight down on the runway) and landed while performing a roll and yaw.

From a demolition derby point of view, the roll and yaw landing shows the greatest potential for excitement. In aviation, to roll a plane is to rotate about the plane's longitudinal axis; the yaw of an aircraft is when the plane turns on its vertical axis. Do them at the same time in an airplane while making an arresting gear landing and

the results are smoking, screeching tires, banging metal and a jarred test pilot and crew. Once is not enough, however. After making one landing where the plane is rolling and yawing in the same direction, they make another landing where the plane rolls and yaws in opposite directions.

To the casual observer, it might appear the Navy has taken a "Bullin-a-China-Shop" approach to testing aircraft and equipment.

Nothing could be farther from the truth. Before the plane is tested, a number of events occur that are designed to guarantee the safety of the plane crew and the people on the ground at the catapult and arresting gear sites.

Chuck Rausch is one of a number of civilian project engineers working for the Strike Aircraft Test Directorate. Before a new piece of equipment is installed in a plane or before a new plane is brought out for testing, men like Chuck and his crew of

During a "free-flight" arrested landing, the plane's tail hook catches the wire before the wheels touch the ground.





Results of these tests are compiled by scientific equipment, and test pilot skill, coupled with plain old eye-balling as the aircraft goes through the paces.

Onboard the test plane, evaluation equipment constantly monitors, records and transmits data to an antennacovered truck stationed by the runway. This data will be sifted by scientists for clues into the characteristics of that being tested. Technicians also fly in the plane during the test to monitor the sensing gear and make their own evaluations from their airborne perspective.

On the ground, motion picture and still cameras record the plane's take offs and landings. Scientists follow the tests from vantage points next to the runway and up in the tower. And over it all are men like Gregory and Kiffer—

The catapault crew checks the gear immediately following an off-center launch.

engineers, scientists and technicians have conducted extensive laboratory tests. In addition, the Navy experts huddle with the civilian manufacturer reps with the result that everything that can be uncovered about the plane or equipment is known—before the plane gets airborne.

Because of this extensive preinvestigation, the "shake, rattle and rolls" they put planes through often serve not as vehicles into the unknown but as methods by which theories are confirmed.

Before the plane and equipment are turned over to men like Gregory and Kiffer, the project engineer meets with them for additional briefings.

Finally, when the plane leaves the ground, everyone involved in the tests knows exactly what its limits are and what the final results should show.

veterans of hundreds of launches and recoveries.

It is to these veterans that the responsibility for a "go" or "no-go" decision comes. During high speed launches and landings there is not time to sift data, discuss alternatives or consider variables. The instinctive reaction born of years of experience is the final safeguard for these tests.

Navy aircraft, particularly carrier aircraft, sometime experience stresses and strains unmatched in aviation. It is a consoling thought in the midst of such a situation that the planes and equipment have been put through them before—and safely—at NATC, Patuxent River. $\hat{\downarrow}$

Rights & Benefits_

"Base Housing Is the Choice of Many"

Military housing has always been a primary concern of Navy people regardless of duty assignment. Invariably, whenever the conversation turns to housing, or lack of housing, the same questions are asked:

"What's the Navy doing to provide suitable housing for its members?"

"How come my BAQ doesn't cover the cost of adequate housing in the civilian community surrounding the base?"

"Why can't everyone live in government quarters?"

"Why are there waiting lists for housing on Navy bases?"

The Navy, which has always placed great emphasis on the welfare of its people, does not turn a deaf ear to these and similar questions about housing; it is doing everything possible to answer queries from the fleet and improve housing conditions as budgetary constraints permit. In fact, the principal objective of the Department of Defense military housing program is to assure that married members of the Armed Forces have suitable quarters.

Basic policy is to rely on the local civilian housing market in communities near military installations as the primary source of family housing. New construction is programmed for eligible military personnel only when community support is limited or inadequate due to cost, distance or quality.

The Department of Defense defines eligibility, as it concerns housing, in terms of paygrade and length of service. Petty officers third class (and above) with more than two years' service qualify as eligible military personnel. While current legislation doesn't permit construction of family

housing units for nonrated members, the Navy does maintain some rental units (classified as substandard) which can be used by enlisted members in paygrades E-1 through E-4 with two years of service or less and their families. The rental cost for these substandard units is sufficient to cover expenses of operation and maintenance but never exceeds the member's BAQ.

At the beginning of each year, certain military installations conduct a survey to determine whether or not a local community's housing market can meet the Navy's needs. All existing military housing units, units under construction, and approved construction programs are listed. The rental assets in the area are then evaluated for suitability.

Several criteria are used to evaluate the rental units before they are determined suitable and usable by military members. First, a unit must be within one hour's driving time of the base during rush hour periods. Second, the unit must be in good condition—it has to be a complete dwelling unit with a private entrance, private bath and private kitchen. Third, and possibly most important, it must be affordable.

If a unit passes all three tests, it is added to the total of military housing units—all such units add up to the grand total of units available for use by military families in any particular area. This grand total is then compared with the number of military families in the area to ascertain if the total units available are sufficient to house at least 90 per cent of the eligible military families expected to be in the area within the planning cycle (generally five years). If there are

not enough, there is justification to request additional construction to be programmed by DoD. If DoD determines that the survey results are accurate and the Navy's conclusions valid, then the Navy housing request will be incorporated into the overall Family Housing Construction program and presented to Congress.

"Affordable," as it applies to civilian housing, is another term which requires explanation, especially when lower ranking members start planning their budgets. Affordability is determined not by a member's BAQ, but by his or her MAHC (Maximum Allowance Housing Cost). The service member's MAHC is derived from a complicated formula that takes into account, basic pay, allowances for subsistence and quarters, tax advantage and data on housing costs paid by civilians in comparable wage scales.

For example, a second class petty officer, with eight years' service, basic pay of \$618.90, BAQ of \$168.30,



BAS of \$89.70 and a tax advantage of \$50, ends up with an MAHC of \$269 (compared with a BAQ of \$168.30). He or she would not be considered as overspending for civilian housing unless he or she is paying more than \$269.

Using rounded out figures, the Navy has about 73,000 sets of quarters located all over the world; there are about 220,000 eligible families. Looking at the worldwide picture, the Navy can provide government quarters for about 30 per cent of the eligible families. When considering only the continental U. S., the figure drops to 20 per cent. Requirements for housing within the U. S. are reduced because many families own their own homes or prefer living in civilian rentals.

As popular as living in the civilian community is, base housing still is the choice of many as evidenced by long waiting lists. There are several reasons for this: perceived savings (residential heating gas costs increased about 20 per cent, and fuel

oil increased about 8-10 per cent); convenience of commissaries, exchanges and maintenance facilities; and commonality with neighbors, since all are in the military.

In addition to providing base housing and housing allowances, the Navy also helps members find a place to live which fulfills their needs. When members receive permanent change of station orders, an item is included which directs them to report to the Housing Referral Office (HRO) at the new duty station. HRO helps newcomers by providing a listing of apartments and houses tailored to meet any need. The listings are by area, price and size and the referral service is free.

The Navy guarantees that those who list will not discriminate on the basis of race, religion, national origin or sex. Based on past results, the HRO is a great asset as evidenced by the fact that some 92,000 members were processed through the organization during the period covering July 1975-June 1976. Of that number,

some 82,000 requested specific assistance and HROs were able to obtain housing for seven out of every 10 applicants.

Possibly due in part to the success of the HROs, it is not expected that there will be a great increase in family housing construction. In fact, the proposed construction program actually points out that there was a decrease from 2,850 units built in fiscal year 1975 to 928 units authorized last year.

Recommendations of a housing study by the Office of the Secretary of Defense and the Office of Management and Budget, conducted recently, proposed the concept of fair market rental. This would put all housing units on a comparable civilian rental basis requiring the services to structure the rental cost for quarters so that the cost would be competitive with the civilian marketplace. To accomplish this, all quarters would have to be appraised, utilities costs determined and rental rates adjusted to comparable housing rents in the local community.

Under such a system housing, ultimately, would be completely divorced from military compensation and each military member would pay the fair cost of the housing occupied whether on base or in the community.

President Ford approved this concept in principle, but the ramifications of the idea are still being studied.

No implementing legislation has been presented to Congress as yet.

Conversion of the current system of forfeiture of BAQ for occupancy of public quarters to a system of fair market rental would take a number of years. The DoD goal, if the concept is approved, would be to implement the change gradually and attain fair market rental by 1984. Ĵ



... My Compliments

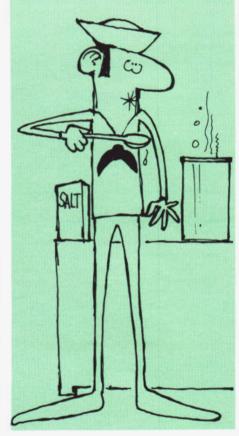
BY JO1 JERRY ATCHISON

The gourmet in search of a banquet was well advised to steer clear of the U.S. Navy in 1902. Not that food wasn't plentiful and palatable; after all the Navy alloted 30 cents per man a day for food. It's just that progress in

food preparation aboard ship still had a way to go.

The Navy recognized this in 1900. Cooking in those days, done either by guess or by fistful-of-flour type measurements, was the result of the cook's whimsy—and occasionally the crew's displeasure. Some standardization was needed to avert indigestion as a sailor's occupational hazard.

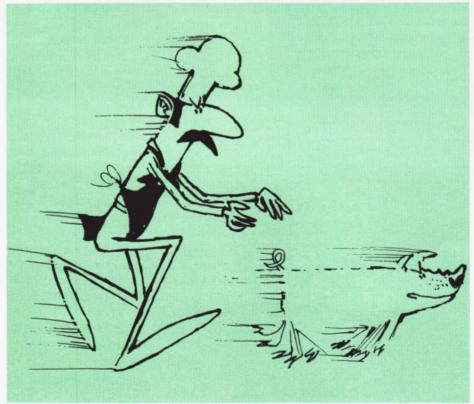
In 1902, the Navy took the bull by the horns and, instead of telling cooks to put it in the pot, came up with



the Navy's first cookbook. Here, too, is the first record of that spoonful of valhalla, that nector of the mess decks and that stuff from which legends have been made—Navy bean soup!

BEAN SOUP WITH SALT PORK

"Soak 5 gallons of beans in fresh water and 80 pounds of salt pork in fresh water or salt water over night.



to the Cook

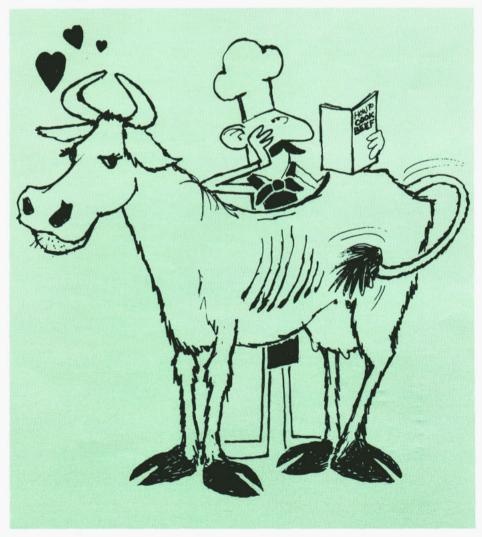
Put the beans in a copper and let them boil, then add 15 pounds of the pork. Continue boiling then remove. In a separate copper boil the rest of the pork until tender. When bean soup is done, season with pepper. Cut up 6 pounds of stale bread, brown it on a pan in the oven and add to the soup, stirring it in. (Note.—One gallon of the stock from the copper in which pork is boiled may be added to the soup.)"

Be advised that this recipe and the others mentioned here are for 100 people. Unless you are possessed of either a very large appetite or 80 pounds of salt pork that you want to get rid of, don't try it out in your kitchen.

As can be seen from the bean soup recipe, there were still a lot of variables left up to the cook. How much salt? How long should it boil? What, exactly, does the browned stale bread do for the soup?

But it was still a start in the right direction and any change at this time had to be an improvement. Recipes were kept simple and with little variety. For example, those who really liked their potatoes with their meals could choose from only two varieties: boiled or mashed (and you can't have the second without the first—or did the cookbook writers of the period realize this?)

That first cookbook, inspired mainly out of despair, was suggested by the Bureau of Navigation (the old Bureau of Naval Personnel) and authored by Paymaster H. T. Arms, who had a broad knowledge of feeding enlisted men. Paymaster Arms dictated the 69 recipes included in this 1902 edition at night to his secretary as they were supplied by his chief cook. The Chief Cook at Cob Deck Galley, Navy Yard, Brooklyn, New York, did the testing. The 1902 recipes were incorporated with two sections on mess management, then a function of



... My Compliments to the Cook

the Bureau of Supplies and Accounts, but evolved into a full-fledged volume of recipes in 1908.

Running the mess properly must have been a real problem in the 1902 Navy. From the cookbook:

"The general messing system is, by the regulations, obligatory on board all vessels of the Navy. The mess must include all enlisted men of the Navy and Marine Corps, excepting chief petty officers and officers' servants, and its members are to be divided into messes of about twenty men each, and as nearly as possible

messed by divisions instead of by ratings, as has heretofore been the custom. By this method the petty officers will be scattered among the messes and there can be no complaint on account of discrimination—all faring alike."

Which leads one to conclude that the petty officers of the day had previously either been eating much better or much worse than the rest of the troops until the changes were

If the food lacked variety, the names for dishes served certainly

didn't. One dish—from its title—might include portions of roast beef, a few gallons of ice cream and a liberal sprinkling of chopped nuts. Here, then, is:

BEEF A LA MODE

"Place 60 pounds of beef in pans on the galley. Add 20 pounds of canned tomatoes and season with salt, pepper, and vinegar. Cut 5 pounds of onions in thin slices and fry with gravy of beef in frying pan, adding flour to thicken. Pour over meat adding water if too thick and allow the whole to simmer for about 15 minutes. Serve very hot with boiled potatoes. (Note.—This meal can be prepared in about 40 minutes.)"

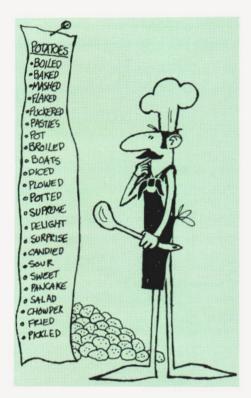
It is perhaps appropriate to make note of the fact that sailors' diets of the period closely approximated the meals served their civilian compatriots. If nothing else, the beginning of the 20th century in the United States might be called the "Age of Meat and Potatoes."

But let us jump now to 1927 and the "Age of the Gourmet" aboard ship. What marvels of culinary delight present themselves in the 1927 edition of the Navy cookbook.

The 1902 book gave us two recipes for potatoes. By 1927 there were 23 potato recipes. But it didn't stop there. The 1927 edition of the Navy cookbook had grown to 251 recipes overall (up from 69 in 1902) and had definitely begun instilling a bit of variety into the menu.

Basic meat and potatoes were out.
A mealtime melange was offered the 1927 sailor that could include caviar canapes, boiled tongue and beef hearts. The cook of the period now had 23 desserts to choose from, 74 various ways of preparing vegetables and 23 separate recipes for sauces and gravies. Also, we learn how the sailor of the day liked his coffee—





or at least how he *got* his coffee aboard ship:

COFFEE

"Place coffee pot on fire with 2½ gallons clear water. Bring to a boil. Add ¾ pound of coffee and let cook at a simmering temperature for 7 minutes. Settle with a dash of cold water or strain. Add one pound of sugar and one can of evaporated milk."

Of course the sailor ate better in 1927 because the cost of daily rations had jumped to 56 cents per day a man. Please pass the caviar. . . .

The 1927 edition (as well as the 1908 edition) was prepared by the Director of Navigation at the School for Cooks and Bakers, U.S. Naval Training Station, Newport, R.I., and was used for training. In 1932 and 1940, Supply Corps Officers added to the recipes of 1927 and used the books as guides for directing the general mess.

From there, food in the Navy began to assume the importance it rightly deserved. The 1940 cookbook jumped to 155 pages of recipes followed closely by the 1945 edition that gave the sailor 450 pages of recipes with variations and variations of the variations.

This was also the time when "what tasted good" was not the only criterion for formulating recipes and menus. America was growing conscious of such things as nutrition, calories and the like. Navy cooks started paying attention to the same things.

All of this, of course, is a far cry from the 1,455 recipes that go into today's Armed Forces Recipe Service.

Today's sailors can choose not only from the good old meat and potatoes list but can opt for low-calorie meals, ethnic meals or a number of other culinary avenues that are open to the adventurer in food.



Mail Buoy

Reunions

- USS Seahorse (SS 304)—Reunion August 2-7, 1977 in Seattle, Wash. Contact Sheldon Stubbs, 2655 N.W Mehama Ct., Portland, Ore. 97229.
- WAVES Thirty-fifth anniversary convention July 27-31 in San Francisco, Calif. for all active duty, reserves, retirees and former waves. Contact Waves 35th National Anniversary Convention, Building Two, Treasure Island, San Francisco, Calif. 94130.
- USS Ptarmigan (AM 376), USS Murrelet (AM 372), USS Toucan (AM 387) & USS Symbol (AM 123)—Reunion July 15-17 in Anaheim, Calif. Contact P. E. Nelson, 5022 Howard Ave. Los Alamitos, Calif. 90720.
- USS Anzio (CVE 57)—Reunion at Heber, Utah, on September 13-15. Contact Paul W. Swander, 1741 N. 10th St., Terre Haute, Ind. 47804.
- USS Quincy (CA 39 & CA 71)

 —Reunion September 17-19 at Virginia
 Beach, Va. Contact Albert Levesque, 46
 Foster St., Pawtucket, R. I. 02861.
- USS Wasp (CV 7)—Reunion for crew and squadrons aboard from 1939 to 1942 sinking. July 15-17 in Toledo, Ohio. Contact Larry Chute, 1330 Nile Dr., Corpus Christi, Tex. 78412.
- Navy Mail Service Veterans—Reunion planned August 17-20 in Michigan. Contact Guy Tribble, 428 N. Chicago Ave., Brazil, Ind. 47834.
- USS Chandeleur (AV 10)—Reunion planned for August 5-7 in Jacksonville, Ark., for WWII crewmembers. Contact Mrs. Kenneth E. Boyd, Rt. 4, Box 145, Culpeper, Va. 22701.
- Desron 48—All crewmembers who served in WWII, Korean conflict or Vietnam war on the following destroyers are invited to attend a reunion August 3-7 at Hudson, Wis. Contact Harrold F. Monning, USS Kidd Assoc., Inc., Desron 48, 310 E. 8th St., Kewanee, Ill. 61443.

The Log Book

Here are some more excerpts from ALL HANDS articles of days gone by.

35 YEARS AGO

"SEABEES" is the new name chosen to designate the new Naval Construction Regiments, the Navy Department announced recently. With the name, an insignia has been adopted—a flying bee, fighting mad. On its head it sports a sailor hat. In its forehand or leg it clutches a spitting "Tommy Gun," in its amidship hand, a wrench, and in its aft hand, a carpenter's hammer.

Feeling that a distinctive insignia and an informal name would boost the esprit de corps of the new unit, officers of the Naval Air Station at Quonset Point, Rhode Island solicited suggestions from the enlisted men of the first battalion on duty there, but none seemed to be adequate, so the name was devised by those conducting the contest.

25 YEARS AGO

Sir: There is a rumor going around my station about enlisted men's blue trousers to the effect that the zipper-front style becomes regulation 1 July 1952 and the buttoned-front style becomes non-regulation. Is there any truth to this?

 Button front trousers will be permitted as long as they are serviceable. Various sizes of zipper-front trousers have been on issue for some time. Both types are regulation trousers, and will continue indefinitely.

In Fleet tests, enlisted men showed a preference for the dress blue jumper with shirt-type shoulders and buttoned cuffs in place of that with coat-style shoulders and sleeves. On 12 June 1951, the Secretary of the Navy approved the former style of jumper (shirttype shoulders and buttoned cuffs) and this will remain regulation.

15 YEARS AGO

Some time in March, Navymen of Operation Deep Freeze at the Naval Air Facility at McMurdo Sound were able to look at the first glow of light generated by McMurdo's \$4.5 million nuclear-power plant. Called PM3A, the plant provides 1500 kilowatts of electrical power for McMurdo. The heart of the plant is a pressurized water reactor containing uranium provided by the Atomic Energy Commission. The weather station generator, which is a finned cylinder only 21 inches in diameter and 19 inches high, requires no moving parts. Heat provided continuously by radioactive pellets at the center of the unit is transformed directly into electricity by thermocouples. The entire unit will take the place of storage batteries which required replacement every few months.

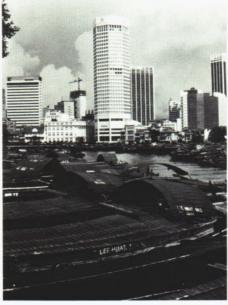
Stern Shots

Through the years, recruiters have encouraged young men and women to "Join the Navy and see the world." How many of these liberty ports can you correctly identify?

















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